

HOG ISLAND ACTION PUT UP TO BOWLES

Piez Confers To-day With Admiral About Taking Over Shipyard Contract.

SPEED IS CHIEF OBJECT

Fleet Manager Doubts Doing Anything Until Investigations Are Ended.

SPECIAL DESPATCH TO THE SUN.
PHILADELPHIA, Feb. 16.—Emergency Fleet Corporation officials are not yet convinced that the Hog Island shipyard should be taken over by the Government. Charles Piez, general manager of the corporation, made this clear today on his arrival in the city for a conference with Rear Admiral F. T. Bowles, in charge of Hog Island for the Fleet Corporation. He said no report would be made by the corporation to abrogate the Hog Island contract, at least until the Senate committee and the Attorney-General finish their investigations.

"Unless we find something unusually scandalous before then," he said, "the Fleet Corporation will not abrogate the contract."

Asked whether he knew of anything which would necessitate the breaking of the contract with the American International Corporation, he answered: "I do not."

Question of Speeding Up.
The decision as to whether the yard will be taken over for Government operation is summed up by Mr. Piez as being a matter of what course will produce the most ships quickly. The question of whether Government operation will produce ships more quickly has been left by the Emergency Fleet Corporation to the judgment of Admiral Bowles, he said. It is one of the questions that Admiral Bowles and Mr. Piez will discuss at their conference to-morrow.

"This conference may include a visit to the plant at Hog Island," he said.

Admiral Bowles has the situation here well in hand, Mr. Piez said. "We will be guided largely by his judgment in the matter. It is his opinion more ships can be built quickly by taking the yard over we will consider that as a justification for taking the yard over."

"Do you think that the Senate committee has brought out any criminal misconduct on the part of the American International?" Mr. Piez was asked.

"No, I do not," he replied. "What has been shown is largely a matter of bad management, confusion and waste on the part of building this yard. You must remember that this is a big proposition. This corporation can manage the yard, I feel sure. It is a large corporation that has done other things well and I see no reason why it cannot do this job well."

Seeking Causes of Trouble.
"Admiral Bowles has come here to find out what is the trouble and whether or not the contract can be carried out under the present arrangement. I really had no other purpose in coming here than to talk things over with Admiral Bowles, whom I have not seen for some time. I may inspect the yard to-morrow with him if I find that it is necessary."

Mr. Piez was asked what procedure would be followed in case it was decided to take over the plant.

"We can take it over if we find it is necessary to build ships, but there must be sufficient reason. We don't want a series of new claims."

Mr. Piez avoided an answer to the question as to whether a Congressional report could force the Fleet Corporation to take over the yard, but added, "A recommendation from the President would be an order."

RIGID RULES WILL STOP ENEMY TRADE
War Board to Stamp Out All Commerce of Agents of Allies' Foes.

WASHINGTON, Feb. 16.—Through control of the nation's ports, the War Board today by the President's proclamation requiring licenses for all imports and exports, the War Trade Board plans to stamp out all commerce with firms of pro-enemy character, which are furnishing information, smuggling supplies, providing credits or anything for the benefit of Germany, to give aid and comfort to Germany.

To accomplish this result the board announced to-night that regulations have been prepared governing particularly the importation of certain raw materials, such as rubber, tin, wool, etc., which every patriotic American citizen is expected to observe in wholehearted fashion. Every effort will be made, the board announced, to administer the regulations with the slightest possible detriment to legitimate business interests, but hesitancy or weakness in enforcing the regulations was declared inconceivable when a pound of rubber or a few bars of tin might mean the death of scores of American fighting men.

The policy will be safety first for our soldiers, regardless of every other consideration," the board's announcement stated.

"Persons and firms in this country as well as abroad, who before our entrance into the war had little sympathy with the wartime commercial safeguards of the Allies, must be taught that these are now matters of the first importance to this country and violators of the present restrictions need expect no favors, regardless of how important such individuals or firms may be in the business world."

Reassurance was given that no anxiety need be felt of any restriction or of the importation of necessary articles if the transaction does not involve dealing with an enemy or the ally of an enemy. Special consideration will be given goods in transit or at a port of entry. Certain general licenses will be granted, chief of which will be, for the present, permission for the shipment of all commodities not exceeding \$100 in value, which will avoid any interruption of local commerce across the Mexican and Canadian borders.

FORD TRACTORS FOR CANADA.
Thousands or More to Be Built for Dominion Government.

SPECIAL DESPATCH TO THE SUN.
DETROIT, Mich., Feb. 16.—Henry Ford & Son of Dearborn have closed a contract with the Canadian Government for the manufacture of at least 1,000 Ford tractors. The government will sell the tractors at cost to farmers of the Dominion in an effort to boost the crop yield for the relief of the Allies.

It was said at the plant that the price at which the tractors will be sold to the farmers has not been determined. The order may exceed the initial call for 400.

PRESIDENT TO TAKE HAND IN SHIP STRIKE

Continued from First Page.

not allow exemption to become confused with an industrial issue.

"There is no chance that draft exemption will be used to bring about industrial conscription. That is not the way American labor is to be treated. There is the best of feeling between labor and officials here and I believe that an appeal such as Mr. Hutchison made to the workers will bring a response."

In addition to the carpenters' strike various other labor troubles are threatened in the shipyard. Caulkers at Seattle are threatening to strike, it is reported, unless a man who refuses to join union is discharged. Draftmen in Western yards are demanding higher pay and there are rumblings from many other quarters, including the great lakes yards.

Some Carpenters Come In.
All the big international unions, except the carpenters, have come in under agreed to accept findings of the Labor Adjustment Board, and in many localities local unions of carpenters have asked to be included in any adjustments made. The New York and Baltimore men are holding aloof, however.

Secretary Daniels today issued this appeal to the country generally:

"Ships, ships and more ships! It is the call of the hour. We must have them to carry our armies to Europe and to keep our troops and our allies supplied with food and munitions. Our perishing calls for a bridge of ships across the Atlantic and that is what we are sending every effort to furnish them. We must have more ships to win the war. We must have them for the great merchant marine that will carry America's commerce under the American flag to all the world's ports after the war."

"Every vessel that is turned out in this country counts toward the defeat of Germany. Every worker in a shipyard can feel that he is doing a part toward winning this struggle only less important than that of the men on our warships or in the trenches. Let Americans who are not called for military service enlist in the army of shipbuilders and work for the flag which our soldiers and sailors are fighting to uphold. Victory ships is a good name for the vessels being built for the Government, for each one brings nearer the defeat of autocracy, that victory for democracy which will usher in a new era of peace and prosperity for the world."

Will Check Bidding for Men.
To-day's award by establishing identical conditions in all the yards included will put a stop, officials said to-night, to most of the unrest in these yards and will check the practice of some employers in hiring away each other's men.

It establishes an eight hour day, prohibits more than ten hours labor, creates shop conditions, gives substantial wage increases, takes off the limit on piece work production, assures there will be no reduction in piece work pay and provides for retroactive payment of the wage increases provided.

The award provides for a Saturday half holiday, time and a half pay for ordinary overtime and double pay for Sundays and holidays. Men employed on night shifts will draw 5 per cent higher pay than those employed in the daytime. Eight hour shifts are urged on employers and employees wherever the system can be put into effect.

In deciding that the limit shall be removed from the amount of piece work a workman turns out the board has taken a long step forward and opened the way for an increase in production estimated at from 25 to 50 per cent. At the same time in ordering that piece work pay shall be cut the board has removed the cause for limiting output. Unions heretofore have limited the output of piece workers on the grounds that as the limit on piece work was reduced, the limit on the piece rate was reduced.

Piece Work May Be Extended.
The piece work arrangement, it was said to-night, probably will be extended to all yards in the country as fast as employers and employees can be induced to agree to its provisions.

The new wage rate ranges from \$1.35 an hour, minimum for hammer and machine fitters, to 45 cents for laborers. The average pay is about 70 cents an hour.

Shipping Board officials to-night said that to make a special exception of the case of the carpenters, as asked by Hutchison, would upset their entire labor programme. The magnitude of the shipbuilding plans, they said, forced them to deal through the adjustment board with the unions as a whole. Hutchison, they said, could not be treated with separately, but must come to the adjustment board, as have the others.

Members of the adjustment board to-night said that the assurance of the new piece work arrangement, which they would continue at work made the situation look much less serious than it did a day or so ago. Although officials say that no piece work pay shall be cut, they would continue at work made the situation look much less serious than it did a day or so ago. Although officials say that no piece work pay shall be cut, they would continue at work made the situation look much less serious than it did a day or so ago. Although officials say that no piece work pay shall be cut, they would continue at work made the situation look much less serious than it did a day or so ago.

HUTCHESON'S APPEAL.

Text of His Messages to President and Daniels.

The ship carpenters went over the heads of the Shipping Board to President Wilson yesterday and asked him to mediate to avert the threatened general strike. Although the word "mediation" is not used, that is the meaning of a telegram sent to the President after a conference of union men at the Continental Hotel in West Forty-first street. The telegram was signed by William L. Hutchison, general president of the United Brotherhood of Carpenters and Joiners of America.

Joiners of America, who, so far as organized labor is concerned, seems to hold the issue in his hand. It reads:

"Mr. Dean M. Paumotu: The situation now existing in the shipyards is of such a nature that requires immediate attention. I, as president of the United Brotherhood of Carpenters and Joiners of America, endeavored to reach an understanding with the officials of the United States Shipping Board, but was unable to do so. I feel that if given the opportunity to lay the matter fully before you a solution could be quickly arrived at."

"I desire to inform you, my dear Mr. President, that I am a patriotic citizen and desirous of rendering every assistance to you and our country to carry on the work necessary to bring about a successful conclusion of the world war in which we are engaged. Yours most respectfully and sincerely,

"WILLIAM L. HUTCHESON."

The high opinion of Secretary Daniels and Assistant Secretary Franklin D. Roosevelt held by the carpenters arises from the speed with which terms were agreed upon for work in all navy yards. They are not as good as the terms now demanded of the Shipping Board for work under its direction, but the men profess to be satisfied.

Navy yard carpenters get \$4.85 a day, a 5 per cent war bonus, thirty days vacation with pay and pay for all holidays, the arrangement bringing the average up to \$5.50 a day.

Mr. Hutchison said the proposal made by the union was this:

"That when matters pertaining to hours of wages are being considered by the wage adjusting committee of the Emergency Fleet Corporation a representative of the United Brotherhood of Carpenters and Joiners shall sit with this committee with full authority and voting power the same as any other members of the committee."

"This proposal," Mr. Hutchison said, "was made this morning by V. E. Bowles, chairman of the Government's Labor Adjustment Board. He declined to accept it, although it is exactly the same proposal as was accepted by Assistant Secretary of the Navy Roosevelt when he made his agreement with the carpenters, which kept 60,000 men working in sixteen yards, either navy yards or those under the direction of the navy, at satisfactory hours and wages."

Reports Strike in Newark.
William Holland, business agent of the United Brotherhood of Carpenters and Joiners, told Richmond strikers in a mass meeting at West New Brighton last night that carpenters of all New Jersey shipyards had struck yesterday. But according to word from Newark the only strike in that region was at the plant of the Foundation Company, on the Passaic River, near Kearny, where 700 workmen tied up the yards by going out. There was no sign of trouble in the plants of the Submarine Boat Corporation at Port Newark or the Federal Shipbuilding Company on the Hackensack River.

About 600 strikers attended the West New Brighton meeting. They voted to keep away from work until a satisfactory agreement was made with the Government. John Rice, the national union secretary, told them about the telegram President Hutchison of the union sent yesterday to President Wilson and Secretary Daniels. He said the whole matter now lay in Wilson's hands. He said the wages of carpenters in the Delaware district had been fixed at \$5.50 a day, and indicated that carpenters in the New York district would be satisfied with the same pay.

Union leaders say 1,385 men are on strike at the four Richmond plants. The ship companies put the number at 800.

REPORTS STRIKE IN NEWARK.
William Holland, business agent of the United Brotherhood of Carpenters and Joiners, told Richmond strikers in a mass meeting at West New Brighton last night that carpenters of all New Jersey shipyards had struck yesterday. But according to word from Newark the only strike in that region was at the plant of the Foundation Company, on the Passaic River, near Kearny, where 700 workmen tied up the yards by going out. There was no sign of trouble in the plants of the Submarine Boat Corporation at Port Newark or the Federal Shipbuilding Company on the Hackensack River.

11 PUT ON ARMY LIST OF TUSCANIA SAVED
Oklahoma Man Is Also Reported as a Survivor.

WASHINGTON, Feb. 16.—Eleven survivors of the torpedoed liner Tuscania previously listed as unreported were announced to-night by the War Department, with the name of another survivor, H. O. Baird of Wagoner, Okla., who was not on the original passenger list as given out here. The eleven other survivors were:

ALEXANDER, HUGH, private, Cumberland, Tenn.
CINEROS, DAVID, private, Brownsville, Tex.
COLLINS, CONNOR A., private, Battle Creek, Mich.
CULAND, JOE, private, Evansville, Ind.
HICKEY, ROBERT E., private, Benton, Tex.
LAMBERT, MARION F., private, Roanoke, Va.
MARTINEZ, MIGUEL, private, San Diego, Cal.
NALL, BURLEY C., private, Garlington, Ga.
PETERSON, RUBEN, private, Marinette, Wis.
SMITH, IRENE, private, Spokane, Wash.
SMITH, JESSIE, private, Columbia, Okla.

The War Department's list of known dead now is 93, it having received 82 names by cable last night. The American Press dispatch referred to announced that a total of 164 soldier victims had been buried in Scotland, but that 33 had not been identified.

MAISON BERNARD
In addition to a complete showing of Authentic French Modes in original Models, simultaneously with their appearance in Paris, we are featuring CORRECT REPRODUCTIONS at popular prices.

For instance—

Smart Serge & Tricotine Frocks from \$35 up

Afternoon & Evening Gowns from \$45 up

Manteaux for Street, Motor & Evening from \$45 up

Fifth Ave. at 57th St.

Smart Serge & Tricotine Frocks from \$35 up

Afternoon & Evening Gowns from \$45 up

Manteaux for Street, Motor & Evening from \$45 up

Fifth Ave. at 57th St.

Smart Serge & Tricotine Frocks from \$35 up

Afternoon & Evening Gowns from \$45 up

Manteaux for Street, Motor & Evening from \$45 up

Fifth Ave. at 57th St.

Smart Serge & Tricotine Frocks from \$35 up

Afternoon & Evening Gowns from \$45 up

Manteaux for Street, Motor & Evening from \$45 up

Fifth Ave. at 57th St.

Smart Serge & Tricotine Frocks from \$35 up



The Phonograph made by the World's Greatest Music House

The AEOLIAN VOCALION

WHEN the Aeolian Company decided to build a phonograph, it brought to the problems involved, an experience and resources unparalleled in the music industry.

This Company, through its genius in developing new musical instruments, and its success in raising the standard of those already established, had assumed a position of unequivocal leadership in the music industry.

It had become the largest manufacturer of musical instruments in the world with 14 factories in America and Europe and branches and representatives in all the world's important cities.

It had originated the Pianola, the first and most widely known of the modern instruments called "player-pianos" and the one that has always been recognized as the standard of all instruments of this type.

It had developed the modern residence pipe-organ and had become the largest manufacturer of these costly and magnificent instruments.

It was responsible for the greatest of all pianofortes—the Steinway, the Weber and the Steck Grand Duo-Art Pianos.

And it was credited with hav-

ing done more towards raising the standard of piano-tone and quality, than had ever before been accomplished by any single manufacturer.

The Tonal Superiority of the Aeolian-Vocalion

It was this imposing and successful music-house from which the new type of phonograph—the Aeolian-Vocalion—sprang.

With The Aeolian Company's knowledge of tone-production through various mediums—strings, pipes, sound-chambers and resonant surfaces—this Company experienced little difficulty in improving the phonograph tonally.

Faults, which others with less knowledge and experience in acoustics, had been unable to remedy, were wholly or in great part, overcome.

In the Aeolian-Vocalion, stridency or muffling of tone were absent, surface scratch was almost eliminated, depth and free natural tones of correct timber were secured.

The Graduola Makes the Phonograph a Real Musical Instrument

Important as was the tonal development of the Aeolian-Vocalion, however, this instrument represented in another way a still greater advance in phonograph development.

Tone—or expression control, as offered by its new and exclusive

feature—the Graduola—is what essentially makes the Aeolian-Vocalion the phonograph of ultimate type toward which progress has been tending.

No music-producing means ever devised, that did not afford opportunity for spontaneous and artistic expression control, has been seriously considered by musicians or taken a permanent place in the music-world.

This opportunity, for the first time in a phonograph, is offered by the Aeolian-Vocalion.

How vastly it improves the phonograph, how much more interesting it makes both the instrument and its records, and how satisfactorily it meets the desire that practically all human beings feel, for some way to express their music-thought, is written in the wonderful success that has been so quickly achieved by the Aeolian-Vocalion.

The Phonograph You Will Want in Your Home

The Aeolian-Vocalion is the ultimate phonograph. Actually it would be difficult for imagination to picture a more completely satisfying instrument.

In addition to its tonal superiority and the new and wonderful privilege it offers for playing and coloring its music with your own feeling, it offers the great advantage of playing all records, thus making the performances of not one group, but practically all the world's best musicians available to the owner of an Aeolian-Vocalion, while its cases are far more attractive than any phonographs have hitherto possessed.

Vocalion Prices are — Conventional Models, \$45 to \$375; with Graduola, from \$110. 16 Beautiful New Period Models \$215 to \$650

Catalog and complete information sent upon request

THE AEOLIAN COMPANY

AEOLIAN HALL
In MANHATTAN
29 West 42nd Street

AEOLIAN HALL
In BROOKLYN
11 Flatbush Avenue

AEOLIAN HALL
In THE BRONX
367 East 149th Street

AEOLIAN HALL
In NEWARK
895 Broad Street